

**TRANSPAC**  
**Transportation Partnership and Cooperation**  
**Meeting Notice and Agenda**  
**THURSDAY, NOVEMBER 12, 2015**

**9:00 A.M. to 11:00 A.M.**

Pleasant Hill City Hall – Community Room  
100 Gregory Lane, Pleasant Hill

**TRANSPAC reserves the right to take formal action on any item included on this agenda, whether or not a form of resolution, motion, or other indication that action will be taken is included on the agenda or attachments thereto.**

- 1. Convene Meeting/Pledge of Allegiance/Self-Introductions**
- 2. Public Comment:** At this time, the public is welcome to address TRANSPAC on any item not on this agenda. Please complete a speaker card and hand it to a member of the staff. Please begin by stating your name and address and indicate whether you are speaking for yourself or an organization. Please keep your comments brief. In fairness to others, please avoid repeating comments.

**CONSENT AGENDA**

- 3. Approve October 8, 2015 Minutes**

**ACTION: Approve minutes and/or as revised/determined.**

**Attachment:** October 8, 2015 Minutes

**END CONSENT AGENDA**

- 4. Notice of Expiration of Authority Member Pierce's Term and Appointment of Representative for the term February 1, 2016 through January 31, 2018.** Currently Ron Leone and Loella Haskew serve as alternates for Director Pierce and Director Durant, and may serve as an alternate for either or both, as necessary. The alternate(s) must also be reappointed or replaced.

**ACTION: Reappoint or replace Commissioner Pierce for the two-year term from February 1, 2016 through January 31, 2018, and reappoint or replace alternate(s).**

**Attachment:** Letter to TRANSPAC Chair Haskew from CCTA Executive Director Iwasaki regarding the January 31, 2016 expiration of CCTA Commissioner Pierce's term on the Authority Board.

5. **Appointment to the Countywide Bicycle and Pedestrian Advisory Committee (CBPAC) for Two-Year Term Beginning January 1, 2016.** The TRANSPAC TAC has recommended the reappointment of Jeremy Lochirco as the representative and Corinne Dutra-Roberts as the alternate to the CBPAC.

**ACTION: Reappoint Jeremy Lochirco as the representative and Corinne Dutra-Roberts as the alternate to the Countywide Bicycle Pedestrian Advisory Committee for the two-year term beginning January 1, 2016.**

6. **Discussion: Regional Transportation Planning Committee Structure.** At the TRANSPAC Board meeting on September 10, 2015, the Board requested that the TAC examine different committee structures and provide feedback to the Board. This request was a result of the dialogue regarding the transitional phase of the Committee after the departure of the TRANSPAC Manager and other organizational changes. The TAC discussed the item at its meeting on September 24, 2015 and recommended the retention of the status quo for a year to allow the TRANSPAC Board a sense of what to budget.  
*(Continued from the October 8, 2015 TRANSPAC agenda)*

**ACTION: As determined.**

**Attachments:** Memo dated September 15, 2015 from John Cunningham, Principal Planner, Contra Costa County Department of Conservation & Development; and the TAC Minutes from the September 24, 2015 meeting (Pages 10 and 11) when the item had been discussed.

## **7. 511 Contra Costa Report**

### **a. Announcement**

**Attachment:** Letter dated November 4, 2015 to Loella Haskew, TRANSPAC Chair, from Lynn Overcashier, Program Manager, 511 Contra Costa.

## **8. 2016 TRANSPAC Meeting Schedule**

**ACTION: As determined.**

**Attachment:** 2016 Meeting Schedule

9. **TRANSPAC CCTA Representative Reports:** Reports on the October CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

**ACTION: Accept report(s) and/or as determined.**

## **10. CCTA Executive Director's Report Regarding Authority Actions/Discussion Items**

**Attachment:** CCTA Executive Director Randell H. Iwasaki's Report dated October 21, 2015.

## **11. Items Approved by the Authority for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest**

**Attachment:** Letter to RTPCs from Randell H. Iwasaki dated October 22, 2015 for the October 21, 2015 Board Meeting.

- 12. TAC Oral Reports by Jurisdiction:** Reports from Concord, Clayton, Martinez, Pleasant Hill, Walnut Creek, and Contra Costa County, if available.

**ACTION: Accept report(s) and/or as determined.**

- 13. Agency and Committee Reports, if available:**

- TRANSPAC Status Letter dated October 9, 2015
- TRANSPLAN Summary Report dated October 14, 2015
- SWAT Meeting Summary dated July October 14, 2015
- WCCTAC

County Connection – Fixed Route and LINK reports may be downloaded at:

<http://cccta.org/public-meetings/agendas/os-october-2015>

CCTA Project Status Report may be downloaded at: <http://transpac.us/wp-content/uploads/2008/08/CCTA-Project-Status-Report.pdf>

The next CCTA Board meeting is scheduled for November 18, 2015. No agenda is available at this time.

CCTA Administration & Projects Committee (APC) agenda for the November 3, 2015 meeting may be downloaded at: <http://us7.campaign-archive2.com/?u=da082ef52bc2b59f993a15a89&id=073c5f1bb5&e=165eabfa65>

The CCTA Planning Committee (PC) scheduled for November 4, 2015 has been cancelled.

- 14. For the Good of the Order**

- 15. Adjourn/Next Meeting.** The next meeting is scheduled for December 10, 2015 at 9:00 A.M. in the Community Room at Pleasant Hill City Hall unless otherwise determined.

## ***TRANSPAC Meeting Summary Minutes***

**MEETING DATE:** October 8, 2015

**MEMBERS PRESENT:** Loella Haskew, Walnut Creek (Chair); Edi Birsan, Alternate for Ron Leone, Concord (Vice Chair); Julie Pierce, Clayton, CCTA Representative; Karen Mitchoff, Contra Costa County; and Mark Ross, Martinez

**PLANNING COMMISSIONERS PRESENT:** Dave Bruzzone, Clayton; Carlyn Obringer, Concord; Bob Pickett, Walnut Creek; and Diana Vavrek, Pleasant Hill

**STAFF PRESENT:** John Cunningham, Contra Costa County; Eric Hu, Pleasant Hill; Ray Kuzbari, Concord; Jeremy Lochirco, Walnut Creek; Anne Muzzini, County Connection; Lynn Overcashier, 511 Contra Costa

**GUESTS/PRESENTERS:** Eddie Barrios, Fehr & Peers; Brad Beck, Senior Transportation Planner, Contra Costa Transportation Authority (CCTA); Peter Engel, Program Manager, CCTA; Susan Miller, Director, Projects, CCTA; Hisham Noeimi, Engineering Manager, CCTA; Ben Razeghi, WMH, Consultant.

**MINUTES PREPARED BY:** Anita Tucci-Smith

### **1. Convene Meeting/Pledge of Allegiance/Self Introductions**

The meeting was convened at 9:03 A.M. by Chair Loella Haskew, who led the Pledge of Allegiance. Self-introductions followed.

### **2. Public Comment**

There were no comments from the public.

## **CONSENT AGENDA**

### **3. Approve September 10, 2015 Minutes**

**On motion by Director Pierce, seconded by Director Ross to adopt the Consent Calendar, as submitted. The motion carried by the following vote:**

**Ayes:** Birsan, Mitchoff, Pierce, Ross, Haskew  
**Noes:** None  
**Abstain:** None  
**Absent:** Durant

#### **END OF CONSENT AGENDA**

- 4. Update on the I-680/SR-4 Phase 3 Project.** Contra Costa Transportation Authority staff will provide an update on the status of the I-680/SR-4 Phase 3 Project. (*Susan Miller, CCTA Director of Projects*)

Susan Miller, Director, Projects, CCTA, advised that the CCTA was at a critical point in the I-680/SR-4 Phase 3 Project where decisions needed to be made. She advised that there had been environmental clearance on the five-phased project to build the interchange in 2009. Four of the five phases included direct connectors similar to what was seen on I-580. The project had been shelved for lack of funding but with State Transportation Improvement Program (STIP) and Measure C funds it had been decided to proceed with what had been called Phase 3; the limits of which were from just east of Glacier Drive to just east of SR-242 providing an additional lane in each direction. She explained that the project had been refined and mirrored up with another project looking at Highway 4 and improvements to the Willow Pass Grade to Pittsburg. She wanted to make sure that this project would be compatible with that vision.

Ms. Miller explained that Phase 3 would widen seven bridges. A large project, it would also improve drainage, there would be some pavement improvements and the like, although the primary purpose was to improve the capacity and clogged areas. She noted the difficulties included short weaving movements, and an issue with the Grayson Creek Bridge structure.

Ben Razeghi, WMH, reiterated that the project was Phase 3 of the I-680/SR-4 Interchange project and involved Highway 4 from four miles east of the Morello Avenue Interchange to east of SR-242. The project had initially involved widening although more had been added to the scope of the project. He walked the Board through the proposal for the eastbound direction and explained that there was normally congestion on eastbound SR-4 during commute hours and the queue backed up at the Morello Avenue interchange. Adding a lane would help to address the SR-4/SR-242 merge. Other points of congestion were also noted and by adding another lane on the westbound direction would help the queue to the I-680/SR-4 Interchange where most of the problems with respect to accidents and congestion were occurring. The project would add capacity to Highway 4 and some relief to I-680/SR-4 until the future phases could be pursued.

Mr. Razeghi detailed the breakdown of the project and delineated the improvements planned for both the westbound and eastbound directions. He reiterated that initially the thought was to widen the Grayson Creek Bridge although the bridge had been found to have a hydrology deficiency and insufficient freeboard, and as a result Caltrans had determined that it would be beneficial to the project to replace the bridge, which would also require raising the elevation of the freeway by eight feet from existing grade.

The road sections on either side of the bridge would also have to be elevated to accommodate that increase in height.

In response to Director Mitchoff, Mr. Razeghi verified that the elevated bridge would then be the same elevation as the freeway and would not impact the glide path to Buchanan Field Airport. By its replacement, the bridge could also be brought to its ultimate footprint and be wide enough to accommodate future phases of the I-680/SR-4 Interchange project. The bridge replacement would also require the relocation of a Kinder Morgan pipeline as well as a Contra Costa Water District (CCWD) facility, neither of which had initially been anticipated.

Mr. Razeghi described the east side of the bridge where they also planned an auxiliary lane for HOV usage, which would benefit the HOV user to bypass the queue on Highway 4 during peak hours, and the plan to extend that lane almost two miles to east of the Grayson Creek Bridge. On the west, the auxiliary lane would be dropped and the HOV lane would continue on the east of SR-242. He added that through SR-242/Highway 4 there would be three lanes. There is an auxiliary lane between Solano Way and the SR-242 off ramp. In the future there would be an additional auxiliary lane exiting to Port Chicago Highway on the east side. On the west side after the Highway 4/SR-242 split, there would be a mixed flow lane added to the westbound direction and the HOV lane would be extended to I-680/SR-4 to connect to the existing third lane on the west side of Pacheco Boulevard. He pointed out the benefit of adding a mixed flow lane on the westbound during AM/PM peak congestion to Port Chicago Highway and the queue that extended to I-680/SR-4, and stated that by adding that extra capacity on SR-4 it would help relieve the congestion to the east of Port Chicago Highway.

Ms. Miller explained that the addition of the Grayson Creek Bridge represented a huge change to the project and a significant addition of cost, which was why the cost of the project had increased and been exacerbated by the cost of utility relocation and additional right-of-way (ROW) work. She stated that Caltrans also wanted some additional outside roadway and bridge widening along with retrofitting all the bridges, which was not uncommon, to bring them up to current standards. Caltrans had also added some pavement rehab and with the increase in costs there was now a shortfall in the \$57.7 million currently available for the previous project which had been estimated at \$58 million. Construction and all soft costs had now been estimated at \$96.6 million. As a result, other funds were being sought.

Ms. Miller explained that Julie Pierce had sent a letter to the Caltrans Director to request some funds given that the Grayson Creek Bridge did not meet 1,000 year flood standards. In the meantime, there was a desire to keep the momentum going on the project and it seemed clear that pursuing utility relocations and ROW needs for the future interchange would be good to keep going given the time required to address those issues. The desire now was potentially how to phase the Phase 3 improvements, with the suggestion that there could be a potential phase to do everything east of the Grayson Creek Bridge to avoid dealing with the structure. With that as the case, one thought was to do the eastbound direction to add a carpool lane which would be an immediate benefit. In the westbound direction there was a benefit for doing both at the same time but challenges given the situation with respect to the Grayson Creek Bridge. She noted that there was sufficient funding to proceed with the eastbound direction.

If proceeding, Ms. Miller stated the schedule would be landing in construction in early 2017. The plans were now at 65 percent stage and a few things had been advanced to 95 percent, but the permitting requirements would take nine months to a year. She sought input from the TRANSPAC Board on how it would like to proceed.

Director Pierce noted that there were some strategic decisions that needed to be addressed. She referred to the Grayson Creek section and stated that if proceeding eastbound from Grayson Creek over and westbound, there would have to be a taper of the HOV lane before getting to Grayson Creek, which would just move the queue. She was not convinced that was a good idea. She noted the effort to get Caltrans to do the right thing and to help pay for the Grayson Creek Bridge, which was deficient, unsafe, and which did not meet the 1,000 year flood. Caltrans had indicated there were many bridges in California that needed work and stated it did not have the money. It was her personal concern that if proceeding with a partial project the leverage to get help from Caltrans would be diminished and there was a need to hold out for the whole project. She suggested it was a matter of political pressure and looking at a new measure to get additional capacity, and emphasized there was a need to hold out for the full project.

Director Birsan referred to the reference to relocation of utilities and with respect to the development of the Concord Naval Weapons Station (CNWS) asked if staff had communicated with the Central Contra Costa Sanitary District (CCCSD) about the recycled water that was to be provided to the development in the CNWS.

Ms. Miller confirmed that CCTA staff had met with the CCCSD early on, and the CCCSD was aware of the project and had been asked if it would be willing to contribute because of the flooding issues. The CCCSD had not volunteered to help. She commented that the CCTA could again approach the CCCSD.

Director Birsan did not like the idea of delaying the project to gamble on political pressure. He supported moving forward with the project.

Director Mitchoff suggested that with the ballot measures under consideration the region would lose more leverage. Blending the two, she suggested moving forward with the relocation of utilities and with efforts to secure other funds.

Ms. Miller affirmed that they were moving forward with the relocation of utilities. She also noted that Caltrans had recently given them a State Highway Operations and Protection (SHOP) list of projects.

Hisham Noeimi, Engineering Manager, CCTA, explained that Caltrans adopted the SHOP every two years and was now working on the 2016 SHOP, which did not include the Grayson Creek Bridge. The CCTA had sent a letter requesting the inclusion of the Bridge, although he noted the likelihood of its inclusion was not assured. If the project did not get into the 2016 SHOP, the next opportunity would be the 2018 SHOP, which would have to be based on the Asset Management Plan. Even with the 2018 SHOP, the money would not be available until three or four years afterward. As a result, if waiting for that money the project would be pushed out to later years.

Director Pierce stated she had asked that the issue be discussed. She recognized that the problems with weaving would not get fixed with a partial project.

Ms. Miller suggested there would be benefits for SR-242.

Director Mitchoff commented that the project had originally been intended to address safety concerns and she asked why that was not being pursued, to which Ms. Miller explained that the partial project should be done first and if there was funding to do the whole thing, it would be done for safety.

Director Pierce stated the CCTA was asking Caltrans and the Metropolitan Transportation Commission (MTC) for help, and considering breaking the project apart, or the region could pre-fund it themselves for the \$38 million overage.

Susan Miller emphasized the CCTA was at a critical point given the design and part of the lead project was the permitting. She explained that the permitting process would take a great deal of time.

Eddie Barrios, Fehr & Peers, described the traffic benefits. He stated that the peak direction was westbound in the AM, eastbound in the PM; the bottleneck started at the Port Chicago on-ramp to the Willow Pass Road off-ramp, which occurred between 3:00 and 7:00, Monday through Friday. He suggested that if pulling the HOV lane back to I-680, one would be able to immediately jump on the HOV lane and flow through to SR-242 and beyond. There was no queuing on the HOV lane which would allow a 6-minute travel time savings, an overall reduction of 25 percent. He explained that 15 to 20 percent of traffic was HOV traffic during the peak period. Similarly, if moving over to the HOV the other drivers could move up and take their place offering a 4-minute benefit in the eastbound direction, which would reduce congestion and improve the safety to the east, but not necessary at the I-680/SR-4 Interchange. He added that the reduction of that congestion would reduce accidents eastbound.

In the westbound direction, Mr. Barrios referred to two bottlenecks and when going forward into the future as traffic from SR-242 grew, he explained that the queue from the second bottleneck would extend back to the first to form one bottleneck. If building the third general purpose lane that would be dropped at Grayson Creek, one of the bottlenecks would be fixed but it would be moved over to Grayson Creek. He noted that the space between two bottlenecks merging would allow an extra one to 1.5 mile of spacing between the two bottlenecks which would buy some time, and which was the advantage in the westbound direction.

Director Mitchoff suggested that moving the bottleneck might be worse than the existing condition and the change would just transfer the problem.

Director Birsan suggested that everything being done on SR-4 east was just pushing the bottleneck to Central County. He asked why there had to be an HOV lane, which Director Pierce noted was a Caltrans requirement after a certain number of mixed flow lanes, and which Director Mitchoff explained helped traffic.



Director Pierce commented that the CNWS would add a lot of traffic to that area and maybe the CNWS would need to help fund the project.

If the bridge was the crux of the problem, Chair Haskew inquired why the bridge could not be started first, to then build out on either side.

Ms. Miller clarified that the cost to replace the bridge was very expensive and it would domino into the adjacent segments, and there would still need to be transitions into that segment with chokes on either end. There would be no traffic benefit, just fixing Caltrans' deficient bridge. It was not the choke point, but if conducting improvements on the east side or the west side there would be enough money but not enough money to replace the Grayson Creek Bridge, which was the financial chokepoint.

Director Pierce explained that was why the political pressure was needed.

Director Mitchoff suggested increased political efforts.

Director Ross stated the situation had originally started with Pacheco and the slip ramp concept that instead of going straight from Highway 4 to I-680 south, there was a long exit, kind of a ramp meter without metering, and this problem had come up and the existing infrastructure had been restriped to accommodate it. The issue now related to a much larger project. He did not want the original intent to be lost because the problem existed now and waiting until 2020 it would only get worse; backups were backing up further now. He wanted the intent of the project to be saved, and given Concord's CNWS project, he suggested Concord had as much pull in Sacramento as any other jurisdiction and he asked it to chime in.

Director Mitchoff suggested that the chosen developer of the CNWS would have to be involved with the transportation issues although she recognized the issue of timing.

Director Pierce emphasized the need to push to get a whole project. She suggested that a decision would have to be made within a couple of months given the lead time required to meet permit requirements.

Ms. Miller clarified that they had to be fully funded for what they wanted to do.

Director Mitchoff recommended a decision by January 2016, which could mean tabling the discussion until the December meeting.

Mr. Noeimi noted, when asked, that the SHOP list for 2018 would be adopted in April, and Directors emphasized the need to get the project on that list.

Director Pierce suggested that the project could be one of the marquee projects although without the interchange it would not make that category.

Director Ross wanted to pursue the whole project.

Director Mitchoff suggested speaking to local Legislators in that timeframe to see how they could help.

Ms. Miller advised that a brochure had been prepared to “shop” the proposal around. She stated they would get additional information and return in December. She expressed her appreciation for the Board’s input.

Director Pierce asked that the maps be provided electronically to Anita Tucci-Smith so that they could be emailed to the members of the Board.

Given that there would soon be no quorum, Chair Haskew moved the agenda to the items requiring action at this time.

6. **The 511 Contra Costa TDM Program is seeking approval and authorization from TRANSPAC to execute a Master Cooperative Agreement between TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District (BAAQMD), and the Contra Costa Transportation Authority (CCTA) for the FY 2016/17 TRANSPAC/ TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the BAAQMD Transportation Fund for Clean Air (TFCA) and CCTA Measure J (Line 17 and 21a).** The workplan and estimated budget are detailed in the staff report. At its meeting on September 24, 2015, the TRANSPAC TAC unanimously recommended TRANSPAC Board approval and authorization of the 511 Contra Costa TDM Program funding allocations for Fiscal Year 2016/17.

Lynn Overcashier, Program Manager, 511 Contra Costa, sought authorization and approval for the 2016/2017 511 Contra Costa funding and explained that the only difference was that MTC had changed the process so that Congestion Mitigation and Air Quality Improvement (CMAQ) funds would no longer be available to them next year. With that, part of the rationale was that they were assuming more of the responsibility of the BAAQMD because of SB 939, and would be supporting that without the need of CMAQ funds.

**On motion by Director Mitchoff, seconded by Director Pierce to Approve a Master Cooperative Agreement between TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District (BAAQMD), and the Contra Costa Transportation Authority for the FY 2016/17 TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the BAAQMD Transportation Fund for Clean Air (TFCA) and CCTA Measure J (Line 17 and 21a). The motion carried by the following vote:**

<b>Ayes:</b>	<b>Birsan, Mitchoff, Pierce, Ross, Haskew</b>
<b>Noes:</b>	<b>None</b>
<b>Abstain:</b>	<b>None</b>
<b>Absent:</b>	<b>Durant</b>

7. **Maintenance of the Pacheco Transit Hub.** The Pacheco Transit Hub has been open since August 2013. The facility is comprised of a park and ride lot and bus transit hub area. Charging stations were installed at the request of TRANSPAC. The City of Martinez agreed to be the Project Manager both in the bidding and construction phase and after construction. TRANSPAC has made a commitment to fund 50 percent of the maintenance cost, up to \$10,000. The remaining funding was to come from TRANSPLAN and two transit agencies; WestCAT and Tri Delta Transit (25 percent up to \$5,000). Martinez has submitted an invoice to CCTA for maintenance and utility costs. The City of Martinez requests TRANSPAC allocate funds to pay its fair share of maintenance costs. The total cost for maintenance last fiscal year was \$11,813.39. TRANSPAC's share is \$5,906.60. With increased use of the charging stations it is anticipated electricity costs to increase significantly next year. The TRANSPAC TAC recommended approval to the TRANSPAC Board for its \$5,906.60 share for the Pacheco Transit Hub, and sought a response from the City of Martinez to the comments, questions, and concerns by October 8, 2015.

**On motion by Director Mitchoff, seconded by Director Birsan to approve \$5,906.60 for TRANSPAC's share for maintenance of the Pacheco Transit Hub, as submitted. The motion carried by the following vote:**

**Ayes:** Birsan, Mitchoff, Pierce, Ross, Haskew  
**Noes:** None  
**Abstain:** None  
**Absent:** Durant

8. **Discussion: Regional Transportation Planning Committee Structure.** At the TRANSPAC Board meeting on September 10, 2015, the Board requested that the TAC examine different committee structures and provide feedback to the Board. This request was a result of the dialogue regarding the transitional phase of the Committee after the departure of the TRANSPAC Manager and other organizational changes. The TAC discussed the item at its meeting on September 24, 2015 and recommended the retention of the status quo for a year to allow the TRANSPAC Board a sense of what to budget.

Given the lack of time and the importance of the discussion, the item was continued to the next meeting on November 12, 2015.

9. **511 Contra Costa Reports**

There was no report.

10. **TRANSPAC CCTA Representative Reports:** Reports on the October CCTA Administration and Projects Committee (Member Pierce), Planning Committee (Member Durant), and the CCTA Board meeting (Members Pierce and Durant).

Director Pierce reported that the Planning Committee had a presentation from Don Tatzin and Lou Ann Texiera of the Local Agency Formation Commission (LAFCO); and an update on the reorganization of the CTP more in compliance with the way the MTC plans had been organized, which would tier off in some areas to respond to some of the concerns received in some of the letters.

For the Administration & Projects Committee, Director Pierce reported that several SR-4 projects and amendments had been approved, as had an agreement with County right-of-way staff, and a couple of design contracts.

The Chair moved back to an informational item on the agenda at this time.

Director Pierce left the meeting at 10:12 A.M.

## **5. Update on the Countywide Transportation Plan (CTP) and the Transportation Expenditure Plan (TEP).**

Hisham Noeimi provided an update on the CTP and the TEP, reported on the meetings of the Expenditure Plan Advisory Committee (EPAC), the polling, and the public outreach. He advised that EPAC had met five times so far, most of the discussion related to policy issues, and expected to have a proposal to advance to the Board after its October 26 meeting. With respect to polling, another poll had been conducted in late August, with a 3.5 percent margin of error, when four groups, 200 people each, had been asked about four different sales tax measures and had looked into the impact of having a BART measure on the ballot at the same time. The poll showed that the BART measure would pass by 65 percent in Contra Costa County. He noted that anything above 61 percent would mean “good to go.” For a CCTA measure, the poll showed that a half cent sales tax would get the most support sponsored by CCTA for transportation, with a 72 percent rate. If there was a campaign against the measure, it would drop to 66 percent. He explained that the survey had revealed that transportation related issues was the top concern for voters in Contra Costa County, more important than water shortage, crime, or education.

With respect to public outreach, Mr. Noeimi reported that there would be four one-hour telephone town hall meetings in the next month; one in TRANSPAC on October 26; with SWAT, TRANSPLAN, and WCCTAC on other dates. Julie Pierce would moderate the telephone town halls, and others would provide information as to why a new sales tax measure for transportation was needed. There would also be a postcard mail out to all the voters in Contra Costa County so that they could participate and mail back responses. He stated that telephone town halls were being done given the great success in the past with 1,200 participants in the last telephone town hall.

## **11. CCTA Executive Director’s Report Regarding Authority Actions/Discussion Items**

CCTA Executive Director Randell H. Iwasaki’s Report dated September 16, 2015 had been included in the Board packet.

**12. Items Approved by the Authority for Circulation to the Regional Transportation Planning Committees (RTPCs) and Related Items of Interest**

The letter to RTPCs from Randell H. Iwasaki dated September 18, 2015 for the September 16, 2015 Board Meeting had been included in the Board packet.

**13. TAC Oral Reports by Jurisdiction**

There were no reports.

**14. Agency and Committee Reports**

The available reports had been included in the Board packet.

**15. For the Good of the Order**

There were no comments.

**16. Adjournment**

The meeting was adjourned at 10:18 A.M. The next meeting of the Board is scheduled for November 12, 2015 at 9:00 A.M. in the City of Pleasant Hill Community Room unless otherwise determined.



CONTRA COSTA  
transportation  
authority

COPY

COMMISSIONERS

Julie Pierce, Chair

Dave Hudson,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

November 2, 2015

Hon. Loella Haskew, TRANSPAC Chair  
City of Walnut Creek  
1666 No. Main Street  
Walnut Creek, CA 94596

Subject: Expiration of Authority Member Term and Appointment of Representative for  
the February 1, 2016 through January 31, 2018 Period

Dear Chair Haskew:

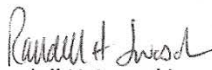
Commissioner Julie Pierce's term on the Authority Board will be expiring on January 31, 2016. TRANSPAC should make an appointment to the Authority for the two-year period from February 1, 2016 through January 31, 2018. The alternate(s) must also be reappointed or replaced.

Please notify the Authority in writing of your appointments. We would also appreciate if you would provide us contact information for any new appointees. If any changes occur during the two-year terms, we ask that you please advise us in writing. We anticipate seating new members at the Authority's Planning Committee and Administration & Projects Committee meetings in February (February 3<sup>rd</sup> and February 4<sup>th</sup>, respectively), and then formally at the Authority Board Meeting on February 17<sup>th</sup>, 2016.

Thank you for your attention to this matter. Please feel free to contact me at (925) 256-4724, or Danice Rosenbohm at (925) 256-4722 if you have any questions.

Sincerely,

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

  
Randell H. Iwasaki  
Executive Director

cc: Anita Tucci-Smith, TRANSPAC



CONTRA COSTA  
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COMMISSIONERS

Julie Pierce, Chair

Dave Hudson,  
Vice Chair

Janet Abelson

Newell Arnerich

Tom Butt

David Durant

Federal Glover

Karen Mitchoff

Kevin Romick

Don Tatzin

Robert Taylor

Randell H. Iwasaki,  
Executive Director

October 15, 2015

Hon. Loella Haskew  
Chair of TRANSPAC  
City of Walnut Creek  
1666 N. Main St.  
Walnut Creek, CA 94596

Subject: Appointment to the Countywide Bicycle and Pedestrian Advisory  
Committee (CBPAC) for Two Year Term Beginning January 1, 2016

Dear Chair Haskew,

The Contra Costa Transportation Authority first established the Countywide Bicycle and Pedestrian Plan Advisory Committee (CBPAC) to help oversee the preparation of its first Countywide Bicycle and Pedestrian Plan (CBPP), which was adopted in December 2003. Since that time the CBPAC has helped review and recommend applications for funding bicycle and pedestrian projects, review complete streets checklist required by MTC, and oversee the development of the 2009 update to the CBPP. The Authority expects the CBPAC to continue its role in implementing the Authority's bicycle and pedestrian policies and advising it on funding decisions, including making recommendations on funding through the Measure J Pedestrian, Bicycle and Trail Facilities program, and on issues affecting walking and bicycling in Contra Costa and the region.

The advisory committee is composed of representatives from the following agencies and organizations:

- One citizen and one staff person plus one alternate appointed by each of the four Regional Transportation Planning Committees
- One staff person plus one alternate appointed by the County of Contra Costa
- One representative plus one alternate appointed by the East Bay Regional Park District
- One citizen representative plus one alternate appointed by Bike East Bay
- Two citizen representatives appointed by the Authority, one familiar with bicycling and walking issues affecting youths and one familiar with bicycling and walking issues affecting seniors and people with disabilities

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
[www.ccta.net](http://www.ccta.net)

We are now writing to ask that your organization reaffirm its current appointments to the advisory committee or appoint a new member or members.

According to the CBPAC by-laws, which outline the role of the committee and the responsibilities of its members, members are appointed for two year terms. There is no limit on the number of consecutive terms that a member may serve.

CCTA's adopted Conflict of Interest Code requires advisory committee members to file with CCTA a California Fair Political Practices Commission (FPPC) Form 700 – Statement of Economic Interests. Form 700 statements are due within 30 days of assuming office and leaving office, and annually by April 1<sup>st</sup>. Committee members should be aware that these are public documents. Additional information regarding the Form 700 may be obtained from the FPPC's website at [www.fppc.ca.gov](http://www.fppc.ca.gov).

CBPAC meetings are generally scheduled for 11:00 a.m. on the fourth Monday of every other month beginning in January. Meetings, however, may be added or cancelled depending on need. Because the committee is made up of both citizens and public agency staff, members will need to have a certain amount of flexibility in meeting times. While the committee has recently met most frequently at lunch, it has also met in the late afternoon and early evening.

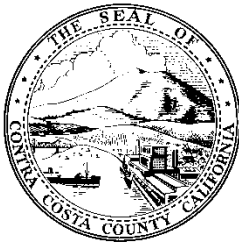
If you have any further questions, please call Brad Beck, Senior Transportation Planner, at (925) 256-4726.

Sincerely,




Randell H. Iwasaki  
Executive Director





**CONTRA COSTA COUNTY**  
**Department of Conservation & Development**  
**30 Muir Road**  
**Martinez, CA 94553-4601**  
**Telephone: 674-7209      Fax: 674-7250**

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**TO:** Members, TRANSPAC TAC  
**FROM:** John Cunningham, Principal Planner   
**DATE:** September 15, 2015  
**SUBJECT:** Discussion: Regional Transportation Planning Committee Structure

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### **Background**

At their September 10, 2015 meeting the TRANSPAC Board requested that the TAC examine different committee structures and provide feedback to the Committee. This request was a result of the dialog regarding the transitional phase of the Committee after the departure of the Executive Director and other organizational changes.

### **Recommendation**

None, this information is for discussion purposes.

### **Discussion**

The table below is a summary of the various committee models in use in the County and is provided to start the discussion per the direction of the Committee.

<b>Committee</b>	<b>Staff Arrangement</b>	<b>Pros</b>	<b>Cons</b>	<b>Budget</b>
SWAT	<b>Contract w/Member Jurisdiction Staff.</b>  Occasional RFP released for the role.	<ul style="list-style-type: none"> <li>• Lower cost</li> <li>• Staff has an understanding of issues, assignments, etc. from a local agency perspective</li> </ul>	<ul style="list-style-type: none"> <li>• Perception/potential for conflict of interest</li> </ul>	Annual: FY 15/16 \$33,125
TRANSPLAN	<b>Staffed by Contra Costa County.</b>  This arrangement was established in the original joint powers adopted in 1991.	<ul style="list-style-type: none"> <li>• Lower cost</li> <li>• Consistent staffing</li> <li>• Staff has an understanding of issues, assignments, etc. from a local agency perspective</li> </ul>	<ul style="list-style-type: none"> <li>• Perception /potential for conflict of interest</li> </ul>	Annual: FY 15/16 \$35,944
TVTC*	<b>Staffed by TAC members.</b>  Rotates biennially between member jurisdictions.	<ul style="list-style-type: none"> <li>• No RTPC dues</li> </ul>	<ul style="list-style-type: none"> <li>• Inconsistent staffing.</li> <li>• Perception/potential for conflict of interest</li> </ul>	Annual: FY 15/16 \$121,603
WCCTAC	<b>Executive Director reporting to the WCCTAC Board.</b>  WCCTAC has staff in addition to the Executive Director: <ul style="list-style-type: none"> <li>• Program Managers (2)</li> <li>• TDM Manager (1)</li> <li>• Administrative Clerk (1)</li> </ul>	<ul style="list-style-type: none"> <li>• Independent advocate for WCCTAC interests.</li> <li>• Additional staffing enables WCCTAC to take on independent studies and planning efforts</li> <li>• Staff attention is solely on WCCTAC interests.</li> </ul>	<ul style="list-style-type: none"> <li>• Highest Cost</li> </ul>	Annual: FY 15/16 \$2,659,143

\* TVTC is dissimilar to the other RTPCs, 1) membership also includes Alameda County jurisdictions, 2) the Tri Valley Development Fee funds certain Committee activities, and 3) the Contra Costa members are also members of SWAT.

**EXCERPT FROM THE TAC MINUTES OF THE SEPTEMBER 24, 2015 MEETING RE: THE FOLLOWING:**

6. **Discussion: Regional Transportation Planning Committee Structure.** At the TRANSPAC Board meeting on September 10, 2015, the Board requested that the TAC examine different committee structures and provide feedback to the Board. This request was a result of the dialogue regarding the transitional phase of the Committee after the departure of the TRANSPAC Manager and other organizational changes.

Mr. Cunningham presented his evaluation in table form of the various committee models in use in Contra Costa County to start the discussion directed by the TRANSPAC Board that the TAC examine different committee structures and provide feedback to the Committee given the transitional phase of the Committee after the departure of the TRANSPAC Manager and other organizational changes.

Mr. Kuzbari suggested that the TAC could be kept running smoothly with the status quo for the next couple of years, with everyone doing their part to see how it worked.

Mr. Hu noted that was one of the options. He thanked Mr. Cunningham for compiling the information for the discussion.

Ms. Overcashier suggested that one other advantage of keeping things status quo was that it would mean return to source funds would remain with the jurisdiction because an Executive Director would not need to be supported.

The effect of the legal costs on the budget given the ongoing Joint Powers Authority (JPA) process was raised and discussed.

Ms. Dutra-Roberts also suggested operating as is for now to see what would need to be done.

Mr. Lochirco wanted it clarified that it needed to be very clearly stated that there would be implications to existing city staff in each jurisdiction since that would directly affect the staff workload. He stated that the electeds needed to know that if their staff was working on something that had previously been handled by someone else, they would be authorizing a change in paradigm. He assumed even continuing at status quo there would need to be a chair or vice chair or something so that it was not a constant revolving door of who was leading the meeting.

Mr. Kuzbari noted at the TAC level it was just the person running the meeting. At the TRANSPAC level, Ms. Neustadter had introduced every single item and told the members what was going on. Currently, he suggested that was not needed in that if there was an item, each person would speak to it.

Mr. Kuzbari suggested the effort level was not that much and did not want to go near saying that it would take too much of their time and did not want to be reimbursed for cost, because he didn't think they were there.

Mr. Lochirco reiterated that the potential for extra work for staff should be clearly articulated and while the process had previously been seamless, it was slightly different now. He suggested that needed to be reported.

Mr. Cunningham noted the assumption that volunteering and jumping into the items would be a short-term solution. He suggested continuing the status quo for a year to figure out how it was working, and beyond that he agreed the electeds needed to know there was a bit more staff level involvement, even if just a marginal increase.

Ms. Overcashier explained that for Line 20a, for instance, staff had kept a running spreadsheet as opposed to Ms. Neustadter, and stated the responsibility was more evident for a TAC member to follow through given the lack of a safety net. She suggested a letter to TRANSPAC jurisdictions could advise of that change.

Mr. Lochirco agreed with a letter to advise and continued to seek recognition of the potential to increase staff time dedicated to TRANSPAC.

Mr. Kuzbari stated that the process had worked for over a year and everyone had done their part harmoniously. He recommended keeping the operation status quo through 2016.

On the discussion, the TAC agreed to retain the status quo for a year which would give the TRANSPAC Board a sense of what to budget.

Loella Haskew, TRANSPAC Chair

CC: TRANSPAC and TAC

Dear Chair Haskew:

November 4, 2015

I want to thank you, the TRANSPAC members and TAC for allowing me the opportunity to work with many wonderful and talented colleagues over the last twenty-three years. We have developed the TDM program over the years to include not only employer-based trip reduction, but outstanding Street Smarts programs, electric vehicle infrastructure, bicycle infrastructure, transit and college programs and community promotions. It has been a very rewarding career.

With that said, I want to formally inform you that I plan to retire as of December 16, 2015. I want to assure you that I am leaving the department in VERY capable hands with Corinne Dutra-Roberts. She has the expertise and institutional memory to build upon the successes of 511 Contra Costa, so it should be a very smooth transition.

Thank you all for the great work done at the TRANSPAC committee level. The community is lucky to have such dedicated people working on their behalf.

All the best,



Lynn Overcashier

# **TRANSPAC Transportation Partnership and Cooperation**

## **2016 MEETING SCHEDULE**

Unless otherwise notified, all meetings are held at 9:00 a.m. at Pleasant Hill City Hall,  
Community Room, 100 Gregory Lane, Pleasant Hill

### **TRANSPAC Meetings**

Second Thursday of every month or as notified. Other meetings as scheduled.

January 14	July 14
February 11	August 11 (Proposed vacation)
March 10	September 8
April 14	October 13
May 12	November 10
June 9	December 8

### **TAC Meetings**

Fourth Thursday of every month or as notified. NOTE: The November and December TAC meetings are scheduled for alternate dates. Meeting location to be determined.

January 28	July 28
February 25	August 25 (Proposed vacation)
March 24	September 22
April 28	October 27
May 26	November 17 (Alternate date – location TBD)
June 23	December 15 (Alternate date – location TBD)

### **TRANSPAC Backup Meetings**

Held only as needed on the third Thursday of the month.

January 21	July 21
February 18	August 18 (Proposed vacation)
March 17	September 15
April 21	October 20
May 19	November 17
June 16	December 15

### **TAC Backup Meetings**

Held only as needed on the first Thursday of the month.

January 7	July 7
February 4	August 4 (Proposed vacation)
March 3	September 1
April 7	October 6
May 5	November 3
June 2	December 1

**EXECUTIVE DIRECTOR'S REPORT**  
**October 21, 2015**

**New World Systems 2015 Public Administration Executive Conference** September 13-15, 2015  
Brian Kelleher, Finance Manager, attended the New World Systems (CCTA's Financial System Software) 2015 Public Administration Executive Conference September 13-15 in Dallas, Texas, where he had the opportunity to explore new ways to boost productivity and improve our services by getting the most from using our Financial Management solutions. Not only was he able to interact with and learn directly from New World Systems' staff, the conference also allowed him to meet other financial government staff from across the country to exchange ideas, insight and solutions to common problems. Expenses for the trip totaled \$1,858.50.

**International Highway Engineering Exchange Program (IHEEP):** September 14, 2015  
I gave one of the two keynote speeches to kick off the 57<sup>th</sup> Annual IHEEP conference in Pittsburgh, PA. The other keynote speaker was General Michael Hayden, former Director of the CIA. His speech was focused on what risks the transportation system faces in the future and how technology can provide solutions. I spoke about redefining mobility and how it may change the way engineers plan and design for the future.

**Portland State's Transportation & Communities Summit:** September 15, 2015  
I participated on a panel called "Waiting to Connect." Chris Hedden, Cambridge Systematics, and Jon Makler, Oregon DOT, participated on the panel with me. Adrian Pearmine from DKS moderated the session. My presentation is now hosted on their website. I gave the "Redefining Mobility" presentation and added "City 5.0". The room was packed and there were a lot of questions.

**East Bay Traffic Engineers Meeting/Presentation:** September 16, 2015  
I gave the "Redefining Mobility/City 5.0" presentation to the East Bay Traffic Engineers group. They were interested in the topic. They installed their new officers at the end of the presentation.

**Construction Management Association of America:** September 17, 2015  
Ross Chittenden, Ivan Ramirez and I attend the CMAA Northern California Regional Transportation Night in Sacramento at the California State Railroad Museum. The keynote speaker was Assembly Member Frazier. I moderated the panel following the keynote speech. The panel consisted of various high level officials from transportation agencies in the Sacramento area.

**Hercules Bay Trail Ribbon Cutting Ceremony:** September 19, 2015

Chair Julie Pierce participated in the ribbon cutting ceremony in Hercules. CCTA was a major funding partner. The project provides an important link in the Bay Trail.

**ICM Video:** September 22, 2015

US DOT sent a film crew to interview me about Integrated Corridor Management (ICM). Previously, they had requested CCTA send them a video answering a few questions about ICM, which we submitted. They wanted a more in-depth interview on film, so they sent their team to interview me here in our offices after their San Diego interview with Gary Gallegos.

**Bay Area Council (BAC):** September 23, 2015

I presented “Redefining Mobility /City 5.0” at the BAC joint Transportation and Government Relations Committee meeting. The meeting was held in the AAA building. There were a lot of questions about how AV/CV technologies will impact future transportation and how we envision deploying City 5.0. The next speaker was Senator Jim Beall, who provided an update on the Senate’s efforts to get a funding increase for transportation.

**CTF Board Meeting:** September 24, 2015

The CTF Board meeting was held in Ontario, CA. I dialed into the meeting from my office. I participated on the Nominating Committee meeting that was held prior to the Board Meeting. The board has several seats that will become vacant and we are beginning discussions on how to fill those vacancies. The various reports were approved by the Board. The next big event for the CTF is the Education Symposium, which will be held at the UCLA facility in Lake Arrowhead in Southern California. Industry experts, public and private sector staff will work with students to develop solutions to real problems. It is a very good program.

**Alamo Capital Bond Presentation:** September 24, 2015

Randy Carlton, Ross Chittenden and I presented the investor information to a number of potential buyers of the 2015A bonds at an event hosted by Alamo Capital in Walnut Creek. Alamo Capital is one of the three firms selected to handle the \$100 million of new bonds and \$84.5 million of refinanced 2012B bonds. Alamo Capital is a local firm and will be responsible to sell about 10 percent of the deal. CCTA Chair Julie Pierce and Commissioner David Durant attended the outreach event.

**Investor Presentation:** September 28, 2015

CCTA Chair Julie Pierce, Randy Carlton, and I presented the investor information related to the upcoming 2015A bond transaction to a number of representatives from major investment firms located in and around Boston, MA. There were approximately 10 firms represented at the meeting. Expenses for the trip totaled \$3,137.00.

**SHOPP/Asset Management Workshop:** September 29, 2015

Hisham Noeimi represented the Authority at the State Highway Operation and Protection Program (SHOPP)/Asset Management Workshop held in Sacramento. Malcolm Dougherty (Caltrans Director) and Will Kempton (CTC Executive Director) attended the meeting. Caltrans staff indicated that starting with the 2018 SHOPP, Caltrans will be developing the SHOPP based on defined performance criteria developed cooperatively with the regions. It is estimated that



the state highway needs (pavement, bridges, culverts, and ITS) total \$8 billion a year while SHOPP funds total only \$2.3 billion per year. Following the meeting, Hisham met with Caltrans SHOPP Division Chief to advocate for funding the replacement of Grayson Creek Bridge on State Route 4 from the 2016 SHOPP, as the project will allow the State to stretch and leverage its limited SHOPP dollars.

**Interstate 80 (I-80)/San Pablo Dam Road Interchange Project Bid Opening:** September 29, 2015  
Bids for the I-80/San Pablo Dam Road Interchange construction contract were opened in the Authority's Board Room. A total of nine firms submitted sealed bids. The Viking Construction Company was the apparent low bidder with a bid of \$16.932 million. This is approximately 6.05% above the Engineer's Estimate. Authority staff will evaluate bids and make a recommendation to the Authority Board at a future meeting.

**2015A Bond Sale:** September 30, 2015

CFO Randy Carlton represented CCTA at Citigroup's trading desk in New York for the 2015A bond sale. The transaction raised \$100 million for ongoing funding of Measure J projects and refinanced \$84.5 million of earlier bonds issued in 2012. The market on the day of sale was calm and CCTA's high credit quality of AAA by Fitch was well received. Within the first 18 minutes there were more orders than bonds. Within the 2 hour order period the desk received 7 times more orders than bonds. In the final minutes of the order period, the high demand prompted CCTA and Citigroup to renegotiate the pricing scale and save CCTA approximately \$830k in interest cost. The refinancing was also very successful and will generate over \$5.7 million in interest cost over the next 10 years. The final all in interest cost was 2.58%.

**East Bay Leadership Council:** September 30, 2015

Ross Chittenden, Brian Kelleher and Jack Hall attended the East Bay Leadership Council's Economic Development Directors meeting to discuss the potential new sales tax measure, financial accountability and GoMentum Station/City 5.0. The discussion following the presentations centered around job opportunities that may be possible from a new sales tax measure and GoMentum Station.

**League of California Cities:** October 1, 2015

I spoke at the CITYTALKS session at the League of California Cities 2015 Annual Conference & Expo in San Jose. I gave the "Redefining Mobility/City 5.0" speech. Representative Amy Worth was in the audience with Orinda City Manager Janet Keeter. Concord City Council Member Laura Hoffmeister and City Manager Valerie Barone were also in the audience. The event was well attended.

**ITS World Congress:** October 5-9, 2015

Jack Hall and I attended and we both spoke at the ITS World Congress in Bordeaux, France. I attended the ITS World Congress Board meeting on Sunday October 4, 2015 and had the opportunity to film a short video segment, which aired during the World Congress. I also met with a number of people from Singapore. We would like to partner with Singapore to test AV/CV technologies. During the first day of the World Congress (Monday), CCTA announced an exclusive partnership with EasyMile. EasyMile is a partnership between Robosoft and Ligier. Robosoft is a software company and Ligier builds cars. There were a lot of press inquiries, and

our timing was spot on since the opening ceremony for the event was held later that same day. The next day I spoke on big data, and followed up with EasyMile staff to discuss partnership next steps. On Wednesday I spoke about freight and truck platooning, and had meetings with both Francois Ligier and Singapore staff. Jack and I also gave an interview to Luis Hill the editor of Thinking Highways about EasyMile and other innovations we are working on. The focus of this year's world congress was automation and its impacts on the transportation system.

#### **WTS Connecticut Chapter: October 8, 2015**

Linsey Willis presented on autonomous vehicles to the Connecticut Chapter of Womens Transportation Seminar (WTS) on Redefining Mobility/City 5.0 in partnership with Lauren Isaac with WSP/Parsons Brinckerhoff who is currently doing an in-house fellowship on autonomous vehicles. Attendees enjoyed the presentation so much, it is being considered for the WTS International Conference next Spring.

#### **Presentation to the County Aviation Advisory Council: October 8, 2015**

Martin Engelmann, Deputy Executive Director of Planning, and Steve Morton of Parsons Transportation Group, gave a presentation on the TriLink SR 239 project. Both the Council members present and the attendees expressed strong interest in expediting the Airport Connector Road, which is one of several components in the TriLink project. The Airport Connector Road would replace Armstrong Road by connecting Byron Highway to Vasco Road, just north of the Byron Airport, and would provide access to Byron Airport from both the east and west. The estimated cost of the project is \$70 million. At present there is no funding identified for the project.

#### **Presentation to LAFCO on the Measure J Urban Limit Line (ULL): October 14, 2015**

The Contra Costa Local Agency Formation Commission is considering the development of a proposed Agricultural and Open Space Preservation policy that would support the preservation of prime agricultural lands and mitigate or avoid the conversion of open space to urban uses. At the invitation of Authority Board member and LAFCO member Don Tatzin, Martin Engelmann attended the October LAFCO meeting in Martinez and gave a presentation on the Measure J ULL.

#### **MTC Programming and Allocation Committee Approves Active Transportation Program (ATP) Project for Contra Costa: October 14, 2015**

Having already received \$4.76 million in Statewide ATP funding, we are pleased to receive word from MTC that under the regional competitive selection process, Contra Costa will receive an additional \$4.31 million in ATP funding. The funding was awarded to the City of San Pablo for its Rumrill Boulevard Complete Streets Improvements projects. Earlier in the year, CCTA staff and consultants provided support to local jurisdictions to help them complete and submit the funding applications.

#### ***Staff Out-of-State Travel – Prior Reporting Period***

As reported in September, I attended the ITS America Board Meeting in Asheville, NC on August 5-6, 2015. Expenses for the trip totaled \$1,866.58.



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Julie Pierce,  
Chair

Dave Hudson,  
Vice Chair

Janet Abelson

Newell Americh

Tom Butt

David Durant

Federal Glover

Karen Mitchoff


Kevin Romick

Don Tatzin

Robert Taylor

## MEMORANDUM

To: Anita Tucci-Smith, TRANSPAC  
Lisa Bobadilla, SWAT  
Jamar Stamps, TRANSPLAN, TVTC  
John Nemeth, WCCTAC  
Ellen Clark, LPMC

From:   
Randell H. Iwasaki, Executive Director

Date: October 22, 2015

Re: Items of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its October 21, 2015 meeting, the Authority received the following report which may be of interest to the Regional Transportation Planning Committees:

- 1. CCTA Measure J Programs 12 and 13: Report on Status of Projects in the Transportation for Livable Communities (TLC) and Pedestrian, Bicycle Trail Fund (PBTF) Programs.** The Authority adopted the programming plan for the Transportation for Livable Communities (TLC) and Pedestrian, Bicycle Trail Fund (PBTF) Programs on May 16, 2012. The plan allocated about \$21.7 million to 43 projects. As part of the Authority's monitoring of the two programs, staff surveyed local agencies receiving these funds on project status and plans for project completion. All but four of the projects are either underway or completed, a significant improvement from the 2014 monitoring report and six more projects have been completed. (*Attachment*)

Randell H. Iwasaki,  
Executive Director

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*Measure J Program 12, Transportation for Livable Communities,  
and Program 13, Pedestrian, Bicycle and Trail Facilities*

# Monitoring Report

*18 August 2015*

## **Status of Program 12 and 13 Projects**

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### **Purpose**

It has been three years since the Authority adopted the Programming Plan for the Measure J Program 12, Transportation for Livable Communities or CC-TLC, and Program 13, Pedestrian, Bicycle and Trail Facilities or PBTF. This report summarizes the status of the two programs and the projects to be funded through them, and updates the information provided in the October 2014 report.

### **Programming Plan for FY 2011-12 through 2014-15**

The Programming Plan, which the Authority approved in May 2012, allocated about \$21.85 million in Measure J funds to 43 projects. After the Authority adopted the Programming Plan, one project — the Richmond-Ohlone Greenway Gap Closure — was withdrawn as it received sufficient funding from other sources. Another project — the Pittsburg/Bay Point BART Bicycle and Pedestrian Plan — had previously received \$200,000 in Measure J TLC funds which were not included in the Programming Plan. With the elimination of the \$332,400 for the Greenway project and the addition of the Pittsburg/Bay Point plan, the amount of CC-TLC and PBTF funds programmed totals \$21.7 million.

- About \$15.7 million in CC-TLC funds went to 28 projects in West, Central and Southwest County. (The 2011 Strategic Plan directed funds from the East County share of CC-TLC program, except \$200,000 for the Pittsburg/Bay Point BART Bicycle and Pedestrian Plan, to the eBART project.)
- About \$4.1 million in PBTF funds went to nine projects throughout Contra Costa.
- The remaining \$2.0 million in PBTF went to the East Bay Regional Park District to maintain and improve paved regional trails. Half of those funds have been programmed to three projects in Central County and one in East County. The other half, which will go equally to projects in West and Southwest County, remain unallocated.

The Plan programed funding to a range of bicycle and pedestrian projects. These projects included six plans, studies or initial design efforts, including the Walnut Creek Pedestrian Plan and the Livable Moraga Road project. Many of the projects eliminate gaps in the bicycle or pedestrian network. For example, the Pacheco Blvd. Bike and

Pedestrian Project will provide a new sidewalk and bicycle lane access along that road near an existing elementary school. Similarly, the Franquette Pedestrian & Bicycle Trail Connection Project provides a new sidewalk and bicycle improvements along Franquette Avenue in Concord. Perhaps the largest number of projects improves existing facilities. The San Pablo Dam Road Pedestrian Improvements project, for example, will substantially upgrade the pedestrian environment within downtown El Sobrante. The EBPRD projects focus entirely on upgrading or improving their regional trails, including the nearly completed reconstruction of the Carquinez Scenic Drive segment of the Bay Trail.

The projects vary significantly in the amount of their Measure J funding. Five of the projects have less than \$100,000 in Measure J funds programmed to them, including the repair of the Iron Horse Trail at Lincoln Avenue in Walnut Creek (\$39,800) and the Frontage Road Class I Bike Path in Pittsburg (\$52,000). The two projects with the most Measure J funding — Richmond Transit Village (Phase II): Nevin Avenue, BART to 19th St. and the Central Concord Pedestrian Improvements & Streetscape Project — both top \$2.5 million. The average amount allocated is about \$524,000.

Sixteen of the 20 Contra Costa jurisdictions received either CC-TLC or PBTF funds. (Those that didn't were mostly in East County.) BART, County Connection and EBPRD also received funding.

About 80 percent of the number of projects funded through the two programs are capital projects, while the other projects are either a plan or study. An even greater share of the funding is programmed for capital projects, 93 percent. Only about \$1.5 million of the \$21.7 million programmed for the two programs is allocated to plans and studies.

Project Type	Number of Projects		Programmed Funding	
		Share		Share
Plan or Study	9	21%	\$1,487,000	7%
Capital	33	79%	\$20,226,300	93%
	42	100%	\$21,713,300	100%

## Procedures for Measure J Funding

To receive Measure J funding through the CC-TLC and PBTF programs, sponsors complete the following four steps:

1. **Apply for funding** either during the periodic calls for projects or, in the case of the EBRPD, directly to the Authority after approval by the relevant regional committee of their proposed projects.

2. **Request Funding Appropriation.** If consistent with the Programming Plan, the Authority approves a funding appropriation resolution.
3. **Invoice for Work** at least quarterly.
4. **Conduct Peer Review** at the 65% and 90% stages of project design if the project has a construction cost over \$500,000 (funded with Measure J funds).

## Current Status of Projects

To determine status of the TLC/PBTF projects, CCTA surveyed all 19 agencies receiving Program 12 and 13 funds. The survey asked for updates on:

- Agency contacts
- Project schedule
- Funding by phase and source
- Next appropriation amount and schedule
- Anticipated dates of peer review

## Project Status

Of the 42 projects programmed to receive CC-TLC or PBTF funding, 13, or one-third, are completed, four plans or studies and six capital projects. In the previous report, only seven projects had been completed. Another four have not yet begun, down from 10 in the previous report. The remaining projects are underway, primarily in the design phase. The CC-TLC program does fund plans and studies and four of those plans are underway, down from six in October. Nine projects are currently under construction, up from five six months ago. Four projects still have not begun, down from nine in the October 2014 report.

A list of projects sorted by status appears as Attachment A.

	TLC	PBTF	Total	TLC	PBTF	Total	TLC	PBTF	Grand Total
	Plan or Study			Capital			All		
Complete	3	0	3	5	5	10	8	5	13
Study	5	0	5	0	1	1	5	1	6
Design	0	0	0	7	5	12	7	5	12
Construction	0	0	0	6	1	7	6	1	7
Not Begun	1	0	1	1	2	3	2	2	4
TOTAL	9	0	9	19	14	33	28	14	42

### *Project Schedule*

When the projects were first programmed, sponsors submitted a proposed schedule for completion of their projects. Because funding was not available to meet the schedule for every project, the funding for some projects had to be programmed in later years. The monitoring report has been adjusted to reflect these adjustments to project schedules.

While some projects have kept to their initial schedule, most have slipped, according to the survey. As shown in the following table, only six of the 42 projects were not delayed. The remaining projects were delayed by an average of 15 months which is unchanged from the previous monitoring. Not surprisingly then, the distribution of delay is only minimally different.

<i>Delay in Months</i>	<b><i>Number of Projects</i></b>		<i>Difference</i>
	<i>October 2014</i>	<i>May 2015</i>	
No delay	6	6	0
1-12	18	17	-1
13-24	6	7	1
25-36	10	10	0
More than 36	2	2	0
Total	42	42	-

There are a number of reasons for the delays, from staff changes to unforeseen right-of-way issues. A little more than half of the projects should be completed no later than their original schedule. It is still concerning, however, that close to 30 percent of projects funded will be delayed more than two years.

### *Project Funding*

Both Programs 12 and 13 focus on the delivery of plans and projects and the allocation of funding reflects this focus. As shown in the following table, only nine percent of the funds are set aside for plans and studies and another ten percent for the design, environmental and right-of-way phases. The vast majority, 81 percent, is programmed for the construction phase.



Project Phase	STU	ENV/PSE/ROW	CON	TOTAL
Programmed	\$1,885,500	\$2,038,410	\$17,168,190	\$21,092,100
Share of Programmed	9%	10%	81%	100%
Appropriated	\$1,730,500	\$1,929,707	\$11,351,771	\$15,011,978
Share of Appropriated	92%	95%	66%	71%
Unappropriated	\$155,000	\$108,703	\$5,816,419	\$6,080,122
Invoiced	\$1,043,981	\$644,705	\$2,781,541	\$4,470,226
Share of Appropriated	60%	33%	25%	30%
Un-invoiced	\$686,519	\$1,285,002	\$8,570,230	\$10,541,752

\* Since November 2014, some funding originally programmed for construction has been shifted between the design and construction phases.

The preceding table also shows how much of that programmed funding has been appropriated and how much of the appropriated funding has been invoiced. Not surprisingly, given the overall status of the projects, most of the funding for the study and design phases of the projects has been appropriated while only three-quarters of the construction funds have. In total, 22 percent of the programmed funds remains to be appropriated.<sup>1</sup>

Sponsors have invoiced for only 17 percent of the funds that have been appropriated to their projects. (The pace of invoicing, however, has picked up in the last several months.) Significantly more of the study phases of projects have been invoiced for than the other phases.

### *Programmed, Appropriated and Invoiced Funding by Project Status*

While the following table is similar to the preceding, it instead shows programmed, appropriated and invoiced funding by the status of the project. For example, 37 percent of the funding is programmed to projects that are now in design phases of their development. Similarly, only 21 percent of the appropriated funding is going to projects in the design phase. Since the October 2014 report, more funding has been appropriated for actual construction of the programmed projects. Currently, 46 percent of appropriated funding is going to projects now being constructed, better than the 22 percent identified in the previous report.

<sup>1</sup> Because some funds have been shifted between the design and construction phases over the last several months, more funds have now been appropriated for design than were originally programmed. This is mostly because \$100,000 for the San Pablo Dam Road pedestrian improvement project was shifted from construction to design and about \$30,000 was shifted from design to construction for the East End project in Lafayette and the Central-Liberty project in El Cerrito.

<i>Project Status</i>	<i>Complete</i>	<i>Study</i>	<i>Design</i>	<i>Construction</i>	<i>Not Begun</i>	<i>TOTAL</i>
Number	13	6	12	7	4	42
Share	31%	14%	29%	17%	10%	100%
Programmed	\$4,146,300	\$1,250,300	\$8,805,500	\$6,130,000	\$760,000	\$21,092,100
Share	20%	6%	42%	29%	4%	
Appropriated	\$4,117,378	\$1,250,300	\$3,462,300	\$6,130,000	\$52,000	\$15,011,978
Share	27%	8%	23%	41%	0%	
Not Appropriated	\$28,922	\$0	\$5,343,200	\$0	\$708,000	\$6,080,122
Invoiced	\$2,429,791	\$589,729	\$326,785	\$1,123,922	\$0	\$4,470,226
Share	54%	13%	7%	25%	0%	
Not Invoiced	\$1,687,587	\$660,571	\$3,135,515	\$5,006,078	\$52,000	\$10,541,752

### *Upcoming Appropriations*

Not counting the two Richmond Nevin Avenue projects for which funding is expected to be appropriated in November, there are nine projects that need funding appropriations. Based on discussions with local agency staff, Authority staff estimates that all appropriation requests will be approved by December 2015.

<i>Project ID</i>	<i>Sponsor</i>	<i>Project</i>	<i>Date of Appropriation</i>	<i>Amount</i>
120015	Concord	Central Concord Pedestrian Improvements & Streetscape Project	Unspecified	\$2,000,000
120028	San Ramon	San Ramon Valley Transit Access and Connectivity Study	Unspecified	\$155,000
120011	Pinole	Pedestrian/Bicycle Bridge over BNSF	Unspecified	\$188,000

### *Peer Reviews*

The peer review process is a valuable part of the CC-TLC, PBTF and other Measure J programs. In this process, local agency and consultant staff review and comment on projects that have over \$500,000 in construction costs at the 65% and 90% stages of design. Often, only one of these reviews is needed.

Of the 42 CC-TLC and PBTF projects that were programmed, 29 projects were exempt from peer review. Currently, 11 projects have completed the peer review process. Only a single project still needs to go through peer review in the future, the Central Concord Pedestrian Improvements & Streetscape Project. That review is expected to be done in fall 2015.

## **Attachment A**

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The following table lists programmed CC-TLC and PBTF projects by their status and includes programmed, appropriated and invoiced funds for each and the estimated delay in months from the originally estimated completion of each project.

ID	Project	Sponsor	Programmed Funding	Appropriated Funding	Invoiced Amount	Delay (Months)
<b>Complete</b>						
120001	Pittsburg/Bay Point BART Bicycle and Pedestrian Plan	Contra Costa County	\$200,000	\$200,000	\$180,921	1
120002	Central Avenue and Liberty Street Streetscape Improvements	El Cerrito	\$204,000	\$204,000	\$204,000	14
120003	Oak Park Boulevard/Patterson Boulevard Intersection Improvement	Pleasant Hill	\$220,000	\$220,000	\$220,000	8
120005	Alhambra Valley Road Sidewalk Gap Closure Project	Martinez	\$75,000	\$75,000	\$10,000	25
120009	San Pablo Corridor Complete Streets Plan	El Cerrito	\$137,000	\$137,000	\$110,890	11
120014	Adaptive Service Analysis Plan	CCCTA	\$90,000	\$90,000	\$90,000	1
120024	East End Ped/Bike & Streetscape Improvements, Phase 1	Lafayette	\$540,000	\$540,000	\$540,000	2
120027	Stone Valley Road Bike Lane Gap Closure	Contra Costa County	\$680,000	\$680,000	\$291,118	12
130001	Reconstruct Contra Costa Canal Trail, Via Montanas to Treat	EBRPD	\$306,000	\$306,000	\$98,181	0
130002	Reconstruct Contra Costa Canal Trail, Citrus to Oak Grove	EBRPD	\$154,200	\$125,278	\$125,278	0
130003	Repair Iron Horse Trail at Lincoln Avenue in Walnut Creek	EBRPD	\$39,800	\$39,800	\$23,939	0
130004	Repair and Rehabilitate Delta-de Anza and Marsh Creek Trails in East County	EBRPD	\$500,300	\$500,300	\$430,151	12
130008	Martinez to Crockett Segment: SF Bay Trail	EBRPD	\$1,000,000	\$1,000,000	\$105,313	0
			<b>\$4,146,300</b>	<b>\$4,117,378</b>	<b>\$2,429,791</b>	

## Study

120008	Bay Trail Gap Closure: Castro to Richmond-San Rafael Bridge	Richmond	\$200,000	\$200,000	\$0	47
120016	Walnut Creek Pedestrian Master Plan	Walnut Creek	\$100,000	\$100,000	\$100,000	3

ID	Project	Sponsor	Programmed Funding	Appropriated Funding	Invoiced Amount	Delay (Months)
120017	Contra Costa Centre Treat Blvd/1680 Bicycle and Pedestrian Plan	Contra Costa County	\$75,000	\$75,000	\$34,873	11
120019	Olympic Corridor Trail Connector Study	Contra Costa County	\$195,000	\$195,000	\$0	31
120022	Livable Moraga Road	Moraga	\$335,000	\$335,000	\$184,375	30
130013	Bailey Rd./SR 4 Interchange Pedestrian & Bicycle Improvement Project	Contra Costa County	\$345,300	\$345,300	\$270,482	2
			\$1,250,300	\$1,250,300	\$589,729	

### Environmental, PSE, and Right-of-Way

120007	Bay Trail Gap Closure: Hercules ITC	Hercules	\$1,240,000	\$0	\$0	37
120013	Ohlone Greenway Wayfinding	El Cerrito	\$118,200	\$0	\$0	9
120015	Central Concord Pedestrian Improvements & Streetscape Project	Concord	\$2,458,200	\$458,200	\$86,107	16
120018	Northwest Walnut Creek Pedestrian and Bicycle Access	Walnut Creek	\$1,000,000	\$85,000	\$63,314	34
120020	Pacheco Blvd Bike and Pedestrian Project	Contra Costa County	\$850,000	\$850,000	\$16,200	21
120023	Iron Horse Trail Corridor Improvements	San Ramon	\$360,000	\$360,000	\$0	29
120025	San Ramon Valley Iron Horse Trail Bicycle/Pedestrian Overcrossings	San Ramon	\$620,000	\$620,000	\$138,724	12
130006	Richmond Transit Village East Side Improvements: Nevin, 19th to 27th	Richmond	\$588,000	\$588,000	\$0	35
130009	Downtown Pedestrian Connections & Bicycle Storage	Walnut Creek	\$350,000	\$350,000	\$0	29
130010	Creekside Trail Gap Closure Project	Hercules	\$600,000	\$0	\$0	31
130012	Franquette Pedestrian & Bicycle Trail Connection Project	Concord	\$470,000	\$0	\$0	16
130014	Orinda Crossroads Area and BART Wayfinding Signage Improvements	Orinda	\$151,100	\$151,100	\$22,440	17
<b>Environmental, PSE, and Right-of-Way Total</b>			<b>\$8,805,500</b>	<b>\$3,462,300</b>	<b>\$326,785</b>	

ID	Project	Sponsor	Programmed Funding	Appropriated Funding	Invoiced Amount	Delay (Months)
<b>Construction</b>						
120004	Shell Avenue Bicycle / Pedestrian Improvement Project	Martinez	\$305,000	\$305,000	\$7,950	19
120006	Richmond Transit Village (Phase II): Nevin Avenue, BART to 19th St.	Richmond	\$2,560,000	\$2,560,000	\$127,000	30
120010	San Pablo Dam Road Pedestrian Improvements	Contra Costa County	\$1,400,000	\$1,400,000	\$160,000	10
120012	San Pablo Wayfinding Signage	San Pablo	\$330,800	\$330,800	\$44,110	1
120021	Golf Club Road Bridge Widening/Replacement Project	Pleasant Hill	\$496,200	\$496,200	\$0	0
120026	Downtown Danville Multimodal Access Improvements	Danville	\$795,000	\$795,000	\$763,866	4
130007	Orinda-Lafayette BART Wayfinding & Lighting	BART	\$243,000	\$243,000	\$20,995	25
<b>Construction Total</b>			<b>\$6,130,000</b>	<b>\$6,130,000</b>	<b>\$1,123,922</b>	
<b>Not Begun</b>						
120011	Pedestrian/Bicycle Bridge over BNSF	Pinole	\$188,000	\$0	\$0	11
120028	San Ramon Valley Transit Access and Connectivity Study	San Ramon	\$155,000	\$0	\$0	24
130011	Frontage Rd. Class I Bike Path	Pittsburg	\$52,000	\$52,000	\$0	6
130015	West Contra Costa Trail Rehabilitation Projects	EBRPD	\$365,000	\$0	\$0	0
<b>Total for Not Begun</b>			<b>\$760,000</b>	<b>\$52,000</b>	<b>\$0</b>	
<b>Grand Total</b>			<b>\$21,092,100</b>	<b>\$15,011,978</b>	<b>\$4,470,226</b>	

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Suite 110  
Pleasant Hill, CA 94523  
(925) 969-0841

October 9, 2015

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – October 8, 2015

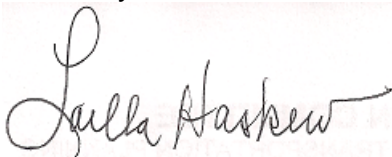
Dear Mr. Iwasaki:

At its meeting on October 8, 2015, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received an update on the I-680/SR-4 Phase 3 Interchange project from Susan Miller, Director, Projects, Contra Costa Transportation Authority (CCTA); Ben Razeghi, WMH, Consultant; and Eddie Barrios, Fehr & Peers, Consultants.
2. Received an update on the Countywide Transportation Plan (CTP) and Transportation Expenditure Plan (TEP) from Hisham Noeimi, Engineering Manager, CCTA.
3. Approved a Master Cooperative Agreement between TRANSPAC/City of Pleasant Hill, the Bay Area Air Quality Management District (BAAQMD), and the Contra Costa Transportation Authority for the FY 2016/17 TRANSPAC/TRANSPLAN 511 Contra Costa Program, with 2016/17 funding allocations from the BAAQMD Transportation Fund for Clean Air (TFCA) and CCTA Measure J (Line 17 and 21a).
4. Approved \$5,906.60 for TRANSPAC's share of maintenance for the Pacheco Transit Hub.
5. Continued Discussion of Regional Transportation Planning Committee Structure to the next meeting on November 12, 2015.

TRANSPAC hopes that this information is useful to you.

Sincerely,

A handwritten signature in black ink, reading "Loella Haskew". The signature is fluid and cursive, with a large initial "L".

Loella Haskew  
TRANSPAC Chair

cc: TRANSPAC Representatives; TRANSPAC TAC and staff

Mr. Randell H. Iwasaki  
October 8, 2015  
Page 2

Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)  
Jamar I. Stamps, TRANSPLAN; Robert Taylor, Chair, TRANSPLAN  
Andy Dillard, SWAT; Don Tatzin, Chair, SWAT  
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC  
Danice Rosenbohm, CCTA  
June Catalano, Diane Miguel (City of Pleasant Hill)



# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
30 Muir Road, Martinez, CA 94553

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October 14, 2015

Mr. Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority ("CCTA")  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

The TRANSPLAN Committee meeting on October 8, 2015 was cancelled and all agenda items continued to the next scheduled meeting due to lack of quorum.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, November 12, 2015 at 6:30 p.m. at the Tri Delta Transit offices in Antioch.

Sincerely,



Jamar Stamps, TRANSPLAN Staff

c: TRANSPLAN Committee	D. Rosenbohm, CCTA
L. Bobadilla, SWAT/TVTC	J. Townsend, EBRPD
A. Tucci-Smith, TRANSPAC	D. Dennis, ECCRFFA
J. Nemeth, WCCTAC	



# SWAT

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Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

October 14, 2015

Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

**RE: SWAT Meeting Summary Report for October 2015**

Dear Mr. Iwasaki:

At the **October 5** Southwest Area Transportation Committee (SWAT) meeting, the following items were discussed and/or approved that may be of interest to the Authority:

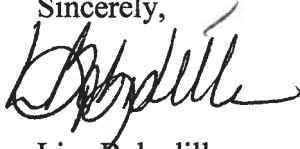
**Received update on Contra Costa Transportation Authority (CCTA) Transportation Expenditure Plan (TEP) Engagement and Telephone Town Hall.** The Committee received an update from Linsey Willis, Director of Communications, on the development of the public outreach program for the Countywide TEP. The CCTA has embarked on working in concert with the Regional Transportation Planning Committees (RTPCs) to engage the public in this important planning process.

As part of this public outreach process, CCTA has launched an online engagement tool at [www.keepcontracostamoving.net](http://www.keepcontracostamoving.net) that allows residents to communicate their funding priorities. CCTA will also produce print surveys that mirror the online tool to encourage more residents to participate.

In addition, the CCTA will facilitate town hall meetings; one in each of the four sub-areas. SWAT has agreed to hold a telephone town hall meeting on **Tuesday, October 27, 2015 from 6:00 – 7:00** at the CCTA offices. Chair Tatzin will participate in the SWAT Town Hall meeting and the Authority will engage SWAT and SWAT TAC members to support this endeavor.

The next SWAT meeting is scheduled for **Monday, November 2, 2015**, at Supervisor Andersen's Lamorinda Office, 3338 Mt. Diablo Boulevard, Lafayette. Please contact me at (925) 973-2651 or email at [lbobadilla@sanramon.ca.gov](mailto:lbobadilla@sanramon.ca.gov), if you should have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lisa Bobadilla', written over a horizontal line.

Lisa Bobadilla  
City of San Ramon  
SWAT Administrative Staff

Cc: SWAT; SWAT TAC; Jamar Stamps, TRANSPLAN; John Nemeth, WCCTAC; Anita Tucci-Smith, TRANSPAC; Danice Rosenbohm, CCTA; Martin Engelmann, CCTA